

Montana and the Sky

Vol. 33, No. 2

MONTANA AERONAUTICS DIVISION

February, 1982

Hamilton Aviation New Owners

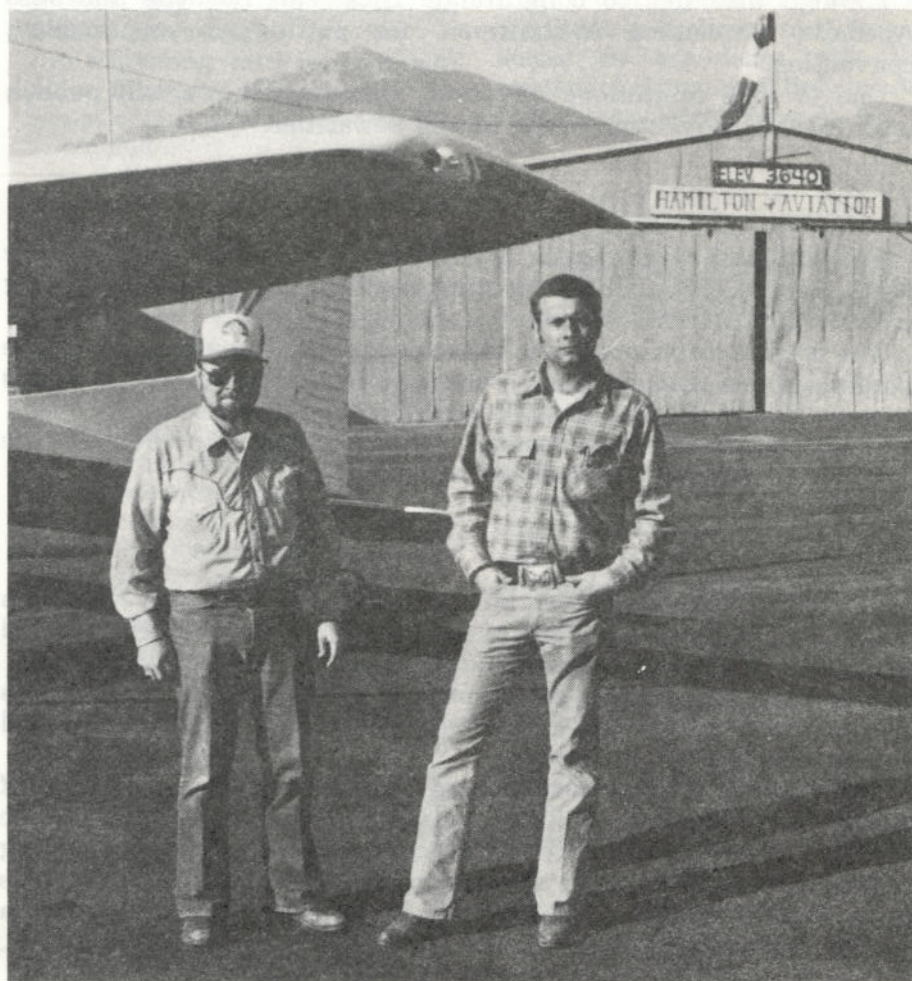
Lonnie B. Roberts and David C. Rosenkranz, both from New Mexico, are the new operators of Hamilton Aviation, Inc., dba Hamilton Aviation, which they recently purchased from Bill Tubbs. Roberts is the general manager, and Rosenkranz is the chief of flight operations.

Hamilton Aviation is a Part 135 air taxi operation, which includes a 1979 Turbo 310 certified for IFR air taxi. As well as general charters, the operation flies extensively into the Selway-Bitterroot Wilderness and surrounding backcountry, transporting floaters, fishermen, backpackers, and hunters.

Hamilton Aviation has a Cessna dealership as well as the Cessna Pilot Center Training Program. Since assuming ownership, Roberts and Rosenkranz have completely remodeled the interior with an office, classroom and general lounge. Hot sandwiches, chips and hot and cold beverages are available, and transportation is provided into town. An airport car will soon be available.

They are in the process of adding jet fuel to their business, and this is anticipated to be available near the end of February. The unicom frequency is 122.8. Hamilton Airport has an NDB—410 kHz.

Next time you're near Hamilton, stop by and say hello.



Lonnie B. Roberts, left, and David C. Rosenkranz, owners of Hamilton Aviation.

Administrator's Column

★ ★ ★ ★ ★

I attended the annual Montana Aviation Trades Association Convention held in Billings on January 28-30, 1982. The program was well planned in that meaningful presentations were offered covering topics of interest to both agriculture and fixed base operators.

Larry Burian, President, National Air Transportation Association, was the keynote speaker at the banquet. Larry's speech brought to light the stark realities of today's downward business trends, and warned against local governments' attempts to place discriminatory fees on one segment of industry to offset their economic transgressions.

My congratulations to Jeff Morrison for being the recipient of the 1982 John Lynch Memorial Award as the outstanding fixed base operator for 1981.

I would like to commend Wayne Turner for his outstanding leadership as President for the past two years, and to congratulate incoming President Ed Obie, Jr., and the new Board of Directors.

I would also like to congratulate Dick Van Luchene and Jess Apedaile, convention co-chairmen, for putting on an excellent convention.

Due to time limitations on photo reproduction, we will publish more on this convention in our March newsletter.

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The Montana Aeronautics Division is working with the Glasgow MPA Hangar on possibly relocating the West Poplar border crossing onto the International Boundary Line.

The present airstrip is actually located on the Canadian side of the border, which creates some problem when clearing U.S. Customs because the airplane is actually parked on Canadian soil.

If the airstrip could be located on the boundary line between the two countries, the problem would be solved.

★ ★ ★ ★ ★

Montana has recently been placed in the new Northwest Mountain Region of the FAA. The FAA recently reorganized their regions, and the Rocky Mountain Region, which we were in, was abolished.

I recently attended an FAA meeting, along with the other states in our region, where we met the Region Director, Charles Foster, and his key staff people.

Many items of common concern and interest were covered. Of particular interest to Montana was a briefing by U.S. Air Force officials. The Strategic Air Command plans increased training activity in Montana, with a strong possibility of basing some B-52s on a rotating temporary duty basis in Montana. If this becomes a reality, there may be some significant economic impact for Montana.

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Creative Press

Canadian Flying Information

By: Mike Wilson
FAA Accident Prevention
Specialist

It has been brought to the Federal Aviation Administration's attention that Canada is having problems with American pilots flying through their positive control zones and terminal radar service areas without receiving a clearance. The FAA asks that any pilot contemplating a flight into Canada review and become familiar with the following excerpts from Canadian Air Regulations.

CANADIAN TERMINAL RADAR SERVICE AREA

General

No person shall operate an aircraft under VFR while the aircraft is flying into or within a terminal radar service area unless:

(a) the pilot-in-command of the aircraft holds at least a valid private pilot license or a valid private permit (tourist);

(b) the aircraft is equipped with a serviceable and functioning two-way radio capable of maintaining communications between the aircraft and the appropriate air traffic control unit;

(c) authorization to enter a terminal radar service area is obtained from the appropriate air traffic control unit;

(d) a listening watch is maintained on a frequency assigned for the terminal radar service area; and

(e) the aircraft is equipped with a serviceable and sensitive pressure altimeter and gyroscopic direction indicator or gyromagnetic compass.

Any deviation from or inability to comply with any instruction or clearance from an appropriate air traffic control unit shall be communicated by the pilot-in-command of the aircraft to the air traffic control unit immediately.

An air traffic control unit authorization for flight within a terminal radar service area does not relieve the pilot of the responsibility for:

(a) complying with the Air Regulations;

- (b) avoiding other aircraft;
- (c) maintaining appropriate terrain and obstruction clearance; and
- (d) remaining in VFR weather conditions.

CANADIAN POSITIVE CONTROL ZONE

General

Subject to subsections (2) and (3), no person shall operate an aircraft under VFR into or within a positive control zone unless:

(a) the aircraft is equipped with a two-way radio capable of maintaining communications between the aircraft and the appropriate air traffic control unit;

(b) a listening watch is maintained on a frequency that permits the receipt of clearance required by this Order; and

(c) clearance is obtained from the appropriate air traffic control unit during the hours of operation of that unit.

The pilot-in-command of an aircraft without a functioning two-way radio may enter or depart from a positive control zone during daylight hours while VFR weather conditions prevail in the zone, if clearance is obtained from the appropriate air traffic control unit.

Subsection (1) does not apply where the appropriate air traffic control unit is not in operation.

Approaching Zone

The pilot-in-command of an aircraft approaching a positive control zone shall, prior to entering the zone, inform the appropriate air traffic control unit whether he intends to land at an aerodrome within the zone or to proceed through the zone, and shall obtain clearance from that unit.

Before Taking Off

Prior to taking off to operate within or to leave a positive control zone, the pilot-in-command shall inform the appropriate air traffic control unit

of his intentions and shall obtain clearance from that unit.

Prior to taking off to operate within or to enter a positive control zone, the pilot-in-command shall obtain the altimeter setting from the appropriate air traffic control unit and set his aircraft altimeter accordingly.

Aircraft in Flight

Every aircraft in flight under VFR in a positive control zone shall, when a radio communications failure occurs:

(a) maintain VFR flight at all times;

(b) land as soon as practicable at any suitable aerodrome; and

(c) inform the appropriate air traffic control unit of the circumstances of such failure as soon as practicable.

After clearance has been obtained from the appropriate air traffic control unit, special VFR flight in a positive control zone may be conducted in accordance with the weather minima specified in Air Navigation Order, Series V, No. 1.

Electronic Games Can Interfere With Aircraft Navigation

One good way not to keep the kids busy in your airplane is to occupy them with the electronic games they got for Christmas. The computer-chip operated devices have been found to emit spurious radio frequency energy that can cause interference to aircraft navigation equipment.

The FAA bans the use of many types of portable electronic devices by passengers (Part 91.19 of the Federal Aviation Regulations). The regulation applies to all air carrier, commercial and IFR operations. Although VFR flights are not specified in the rule, all pilots are cautioned to be aware of the problem.



Frontier Phases Out Convair 580

Frontier Airlines plans to operate an all-jet fleet of 50 aircraft starting this summer, when the Denver-based carrier completes its phase-out of the Convair 580 turbo-prop.

Frontier's present fleet of 15 Convair 580s will be reduced by seven during February, March and April, in conjunction with previously announced service terminations at 11 cities. Subject to some operational considerations, the airline plans to remove the eight remaining Convairs from service June 1.

As the 50-passenger Convair 580 is phased out, Frontier will improve its Boeing 737 jet schedules in cities currently served with the turbo-prop. The airline plans to introduce jet service on June 1 in four cities (Montrose, CO; Farmington, NM; Cheyenne and Laramie, WY) served solely with Convairs. June flight schedules will be announced in early April.

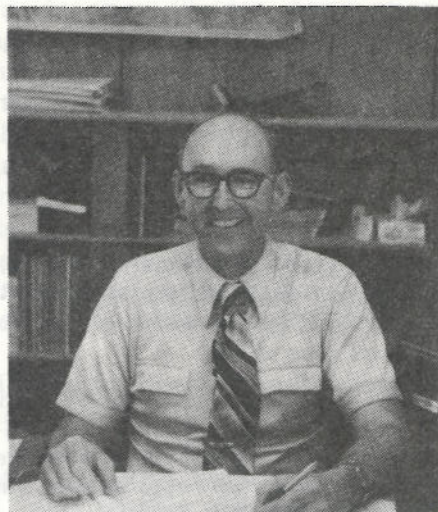
Frontier will take delivery of five new jets this spring; two 106-passenger Boeing 737s and three 147-passenger DC-9 Super 80s. Two more Boeing 737s will be delivered late this year, bringing the airlines' jet fleet to 49 Boeing 737s and three DC-9 80s.

Frontier officials said the phase-out of the Convair 580—planned for 1983—was accelerated because of constraints on the number of flights in and out of Denver due to the air traffic controllers' strike. Officials said the earlier phase-out will enable Frontier "to utilize valuable arrival slot allocations at Denver for aircraft that have more passenger capacity than the Convair 580."

The Convair 580s were introduced by Frontier in 1964. Thirty-two of these aircraft were in service in 1974 when the phase-out began.



How Important Is That Flight Plan?



By: Fred Hasskamp
Aviation Safety &
Education Supervisor

Recent figures illustrate that filing a flight plan can be of vital importance and may make a life or death difference to anyone involved in a survivable accident. The figures indicate average time from ETA, or when missed, before a search can be initiated as follows:

Time To Notify Authorities	Time Required To Locate
IFR Flight Plan: 1.0 hour	13.0 hours
VFR Flight Plan: 5.2 hours	36.8 hours
NO Flight Plan: 30.6 hours	100.6 hours

Depending on the type of flying you are engaged in, some additions to the "pre-flight" checklist might include:

1. **FLIGHT PLAN FILED?** To help help establish where you "were" at a given time, position reports, flight following (contact ATC), other radio communications with FSS, EFAS (flight watch), etc.

2. **SURVIVAL GEAR**, including clothing adequate for local weather conditions and appropriate for terrain being flown over?

3. **WEATHER, AIRCRAFT and PILOT** all up to "par" for the intended flight?

"SAFETY IS NO ACCIDENT."
WHY NOT FILE A FLIGHT PLAN
WHENEVER LEAVING YOUR
LOCAL AREA?

CONGRATULATIONS!

FAA Certificates Issued Recently to Pilots

PRIVATE

Thompson, Raymond F., Kalispell
Petty, Charles R., Jr., Hamilton
Popham, Robert E., Stevensville
Stock, Ronald R., Hamilton
Clarke, Jennifer A.,

Gallipolis, Ohio

Hansen, David T., Whitehall
Gustafson, Lynda H., Ennis
Abercrombie, Jerry R., Havre
(Add PRH)

Johnson, M. Scott, Cut Bank
Dunagin, Hollis W., Billings
Rowsey, Roy L., Helena

INSTRUCTOR

McLaughlin, Jerry L., Belgrade
(Renew)

Kruger, James W., Lakeside
(Renew)

Kinna, Clarence J., Fairfield

COMMERCIAL

Pester, Jerome B., Hingham
Hogan, Patrick J., Libby
(Add CMEL)

INSTRUMENT

Keller, James M., Kalispell
(Add IRH)

Kinna, Clarence J., Fairfield
(Add IRA)

ATP

Philips, Thomas R., Arlee

Should General Aviation 'Pay Its Way?'

By: Sam Hoerter, Operations Manager
Birmingham (AL) Municipal Airport

There is much discussion these days about whether or not general aviation should pay its "fair share" of the costs of operating the country's airport/airway system. The increasing use of proper cost accounting systems at airports has provided firm cost figures that formerly were unavailable. At many air carrier airports, revenue from general aviation is identified as falling short of the costs of serving GA activity. Some of these airports are now considering establishing GA rates and charges that will recover these costs. Before doing so, however, they should reevaluate their strategy in relation to some basic economic principles.

Consider the expenses that form a cost center. Obviously, all direct expenses that are positively related to the particular activity are included. Examples could be the cost of security systems around GA aprons and pavement maintenance of areas used exclusively by GA. These variable costs are essentially incurred for the benefit of these specific users.

Added to the variable cost is a portion of the airport's overhead, or fixed cost. If, for example, it is estimated that the airport operations staff contributes 10% of its total man-hours to GA-related matters, then 10% of the total salaries may be included in the GA cost center. (Actually these salaries are constant costs, which for the purposes of this argument are "fixed").

The total of these fixed and variable costs, then, comprises the fully allocated cost for general aviation; or, in plain language, "It costs this much to serve general aviation at this airport. If revenues from GA activity don't meet or exceed this figure, we're losing money."

But is the airport really losing if this "magic" figure isn't equalled by revenue? Viewed another way, if GA activity were totally eliminated from

the airfield, would the airport's costs then decrease by the amount shown in the GA cost center?

The answer is no. Costs would decrease by the amount of the variable components; overhead would remain to be reapportioned to other centers. In fact, as long as GA revenues recover variable costs and then contribute anything to fixed cost they make a positive impact on the airport's total financial picture.

A final point to consider—in light of the nature of general aviation's demand for airport services—is whether increased GA rates and charges actually will increase revenue.

General aviation encompasses such a broad spectrum of activity that a single description cannot adequately characterize it; however, for our purposes consider GA as divided into corporate and private flying.

Demand by the corporate segment is relatively inelastic (that is, not highly sensitive to price) while demand by the private segment is relatively elastic. A ready example is the effect of rising fuel prices on both segments—up to now these price increases have decreased private GA activity to a much greater extent than corporate GA activity.

If the majority of GA activity at a particular airport is by the private segment, a rate increase may reduce demand significantly, resulting in a net decrease in total revenue—exactly the opposite of the desired result.

Certainly airport administrators should strive to obtain rents and revenues from the users that recoup each group's fair share of costs. Yet what is ideally fair and proper is not always attainable in the practical world. In this instance, the GA market simply may not bear rates and charges high enough to recover its fully allocated costs.

As we saw, however, it is possible

to continue to serve GA demand without recovering its fully allocated costs and still see general aviation as contributing favorably to the overall financial strength of the airport. Furthermore, other airport users that do "pay their way" are not unfairly impacted as long as GA revenues contribute something to fixed cost, thereby reducing the amount of overhead that would have to be absorbed by other cost centers.

Each airport's situation is unique and requires serious study to accurately determine the character of GA demand and the airport's ability to serve that demand. Remember that cost accounting is only a tool to be used by decision-makers. Don't reverse this relationship by trying—come hell or high water—to implement the perceived results of a cost-accounting study.

Airport Services Management

Narco Emergency Transmitters

The FAA office in Billings has received notification that the owners/operators of Narco Emergency Transmitters (Narco ELT CIR-II) should obtain and retain an updated owner's manual, Rockwell International — Collins General Aviation Division, Document No. 950012, dated March 20, 1981, for use in the installation and operation of the units.

The updated owner's manual includes information which concerns the remote reset features. In this section, owners are advised that the ELT is only "ARMED" if the function switch on the ELT is set on "ARM" and that the remote on test does not verify that the ELT is armed. Owners are also advised that the ELT must be visually checked to ensure that the function switch is in the "ARM" position.

Antique Aircraft Identified

How many of you identified last month's mystery antique aircraft?

The Berliner Joyce XFJ-1 Fighter has a Wasp 450 hp engine. This copy of a U.S. Navy photo is among those provided Aeronautics by Kermit Anderson.



Can you identify this aircraft?

Safety Board Publications Group 1979 General Aviation Accidents

The National Transportation Safety Board recently released a series of 13 publications that group Board findings on 1979 general aviation accidents by category of flying, type of aircraft or accident, and accident cause.

The Board's classification of general aviation's 4,023 total accidents and 678 fatal accidents showed that in 1979, on the basis of the number of accidents in every 100,000 flight hours...

—Ten-year-low accident rates were recorded in aerial application (crop dusting) and corporate/executive flying. In aerial application 395 total accidents and 27 fatal accidents in 1979 produced respective accident rates that were 50 percent and 70 percent below 1970 levels. Corporate/executive's fatal accident rate, on the basis of 14 fatal accidents in 1979, dropped by 33 percent from 1970.

—Two types of aircraft, turbine-powered craft and rotorcraft, similarly achieved 10-year lows in accident rates.

—In-flight collisions were down sharply from 1978. There were 25 such accidents in 1979, a 29 percent reduction from the 35 a year earlier and the lowest in-flight collision total since 1973. Fatal collisions were down 39 percent, from 23 to 14.

—Multi-engine turbojet aircraft, a new statistical category, had sharply reduced accident rates over the full 1970-79 period. With 15 accidents in 1979, the total accident rate was down 59 percent, from 2.96 to 1.20; with three fatal accidents, that rate was down 62 percent, from 0.63 to 0.24.

The classification of statistics reflected the generally downward trend of overall general aviation accident totals and rates in 1979.

Twelve of the 13 Safety Board publications include computer-printed accident "briefs" that give basic accident facts, probable cause, and accident factors, if any, for 1979 accidents in each category. Statistical tables analyze the accidents by type, injury and cause.

The 12 publications are entitled "Briefs of...

Accidents Involving Midair Collisions;

Accidents Involving Alcohol as a Cause/Factor;

Accidents Involving Corporate/Executive Aircraft;

Fatal Accidents Involving Weather as a Cause/Factor;

Accidents Involving Rotorcraft;

Accidents Involving Turbine-Powered Aircraft;

Accidents Involving Aerial Appli-

cation;

Commuter Air Carrier and On-Demand Air Taxi Accidents;

Accidents Involving Amateur/Home Built Aircraft;

Accidents Involving Missing and Missing, Later Recovered Aircraft;

Fatal Accidents Involving Fixed Wing Multi-Engine Aircraft (Turbojet)

Accidents Involving Gliders.

The latter two publications are new and have been added because of a high level of interest in the aviation community.

The thirteenth publication, "Listing of Aircraft Accidents/Incidents by Make and Model, U.S. Civil Aviation, 1979," includes both general aviation and airline accidents. It identifies accidents and incidents, but does not include briefs.

The Safety Board has a limited number of each of the 13 publications. While this supply is available, single copies may be obtained without charge by writing to the Publications Branch, National Transportation Safety Board, Washington, D.C. 20594. Multiple copies may be purchased by mail from the National Technical Information Service, U.S. Department of Commerce, Springfield, Virginia 22161.

Let's Make a Sound Move About Noise

Trucks, trains and construction crews all produce sound, but, since they are recognized as necessary to commerce, their sounds are an accepted part of our everyday lives.

That's fair.

But it is also fair that air commerce be equally recognized for its contributions to our everyday lives and that its sounds, too, be accepted.

The airplane and the airport are accepted without opposition in the Virgin Islands. There the people have little convenient ground transportation between population centers. The airplane is the main link and the people know they need it; so they don't attack it. The same is true in Alaska.

It is time for us who understand and appreciate the value of airplanes and airports to spread the word more effectively to those who think of them as more nuisance than value.

At the same time, pilots, airport operators and aircraft manufacturers must admit that some airplane sounds can be offensive and to work harder at keeping our sounds away from those who don't want to share them.

Airports can work together with communities to adjust flight paths that will decrease disturbance to neighbors without compromising safety; manufacturers can build in sound reduction at its source; and pilots can help by using sound-reducing flight procedures—and applying peer pressure to spread the quiet word.

Studies have shown that sound becomes noise when it disturbs people, and disturbs them when 1) they perceive it as unnecessary and 2) when they think those who make the sounds do not care about their comfort.

AOPA is working on both of these aspects at the national level as well as in many specific locations, but

nationwide success depends upon each airplane, each airport and each pilot that gets the attention of each non-aviator.

We know aviation is necessary and in the public interest. But to survive, it must also be welcome. To keep the airports we know are needed, the public must become aware of aviation's valuable contributions to their daily lives—and they must be shown by example that we really care about making ourselves good neighbors.

AOPA Newsletter



Dead Reckoning Navigation

It is generally agreed that the compass is a pilot's primary navigation tool. But when it comes to specifying the second most valuable such device in the cockpit, there is often some difference of opinion.

New pilots generally favor the VOR receiver. But those with more experience vote for the clock. After all, when a fuse blows or the left-right needle behaves like a metronome gone berserk, a pilot must resort to basics. The reliable compass and clock become his primary weapons in a battle of wits against the elements. The compass indicates where he's going and the clock tells him how far. Without either of these allies, a pilot can get lost, very fast,

especially when above clouds or when over terrain where checkpoints are confusingly few and far apart.

Compass-and-clock, or dead-reckoning navigation, however, is slowly becoming a lost art as increasingly more reliance is placed on electronic guidance. Although no one can deny that VOR navigation has simplified cockpit workloads, pilots must avoid becoming too complacent.

Some, for example, don't keep track of their forward progress while navigating along a radial. They simply wait for the TO-FROM flag to drop, which may provide the first positive fix since passing the previous station. But shouldn't a pilot always know his position relative to the nearest airport?

Dead reckoning, or DR navigation, is a relatively painless procedure that can and should be combined with radio navigation so that a pilot is aware of his approximate position at all times.

According to popular definition, dead reckoning is short for "deduced reckoning" or, as the old-timers used to say, "you're dead if you don't reckon right."

DR offers much to the pilot willing to expend a little extra effort. And it won't take him long to learn that DR really stands for Darned Reliable. He'll also learn that the big three in navigation aren't Collins, King, and Narco; they're Rate, Time and Distance.

Calendar

February 16 to 18 — Aviation Mechanics Refresher Course, Helena.

March 13 to 15 — Montana Aeronautics Flight Instructor Refresher Course by AOPA, Billings.

June 4 to 6 — Montana Pilots Association Convention, Cut Bank.

July 4 — Air Show, Laurel. Sponsored by Laurel JCs and Billings Broadcasters.

July 23 to 25 — Schafer Meadows Fly-In.

October 8 and 9 — Montana Flying Farmers Convention, Sheraton Inn, Great Falls.

Flight Proficiency Scholarship Program

Congratulations go out to Robert E. Fisher, Jr., Billings, Robert L. Johnson, Sidney, and Scott Kamlowsky, Helena, each winners in the \$100 Flight Proficiency Scholarship Program.

Johnson's and Kamlowsky's awards were given for attending an FAA Safety Meeting in conjunction with the "Safe Pilot 1981" program sponsored by General Aviation Manufacturers Association (GAMA).

Fisher's award was furnished by GAMA, in accordance with the FAA's "Wings" program.

Congratulations!

Don't Leave Without One

Winter is the critical season for locating downed pilots as swiftly as possible, to ensure their survival. Aircraft which have crashed in the winter without the required emergency locator transmitter on board have been lost for months. A temporary moratorium concerning installation of ELTs, to allow manufacturers time to produce acceptable batteries, ended on October 15, 1980.

FAA GA News

Pilot Aids

Montana Aeronautics Chart	\$2.00
Montana Airport Directory	\$2.00
Annual Subscription to Montana and the Sky	\$2.00

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MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE— "To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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